A popular Narrative of the Origin, History, Progress, &c., of the Great Industrial Exhibition. By PETER BERLYN. London: James Gilbert.

THIS little book gives, in a concise and agreeable manner, a narrative of the progress of the scheme towards fruition, and an account of the building. It does not pretend to be anything more than a compilation (there was no want of materials); but the account is put together pleasantly, and makes a pretty little book.

The Palace of Industry, its Construction, Machinery, and Statistics. By W. J. B. SAUNDERS. London: Effingham Wilson.

WE have here what may be considered a supplement to the foregoing,—although complete in itself,—namely, a comprehensive and popular account of the *construction* of the building. It is clearly written by Mr. Saunders, and, if we mistake not, has in part appeared from time to time in the pages of the *Morning Advertiser*.

Miscellanea.

RAILWAY JOTTINGS.—Some specimens of timber sleepers, creosoted, which have been laid for nearly eleven years on the Crewe and Chester Railway, are now, says the *Liverpool Times*, as sound as the day they were laid. Specimens of wood thus prepared are intended to be exhibited by Mr. Bethel at the coming Exhibition.——"It is not from through traffic, or from the great terminl," says Mr. Glyn, "that we derive our main revenue or our permanent prosperity. We raise the large amount which you see quoted in the returns every week from the development of traffic at 188 stations on our own lines." This is virtually what we maintained some time ago, with reference to certain inconsequent comparative statistics as to omnibuses and railways. Liverpool, with America at its back and Ireland opposite, observes the *Daily News*, only yields, by ordinary train, 1,470*l.* out of the 31,000*l.* a week that appears in the returns. And, in corroboration of Mr. Glyn's experience of the superior value of short as compared with through traffic, we may state that the total annual proceeds of the through passenger traffic from all Scotland, by both the eastern and western lines, does not reach 40,000*l.* a year; and for merchandise to and from Scotland, railways cannot of course compete with shipping.——Railway travelling, says *Herapath*, "is becoming less aristocratic, and assimilating itself more to the omnibus system. If that be the case, which we long ago predicted it would, railways will have to prepare for it by looking after the working expenses. In the instance of the York, Newcastle, and Berwick line, in which the third-class receipts have increased 188 per cent., while the second have only increased 42, and the first only about 39 per cent., we see that 32,539*l.* increase of receipts on the past half over the corresponding half of 1849, has been earned by only an increase of 2,167*l.* in the working expenses." We need scarcely add that we give such quotations much more by way of confirmation of the truth of our well-known views on the subject of railway resuscitation, and rising profits in general, than as anything unlooked for or on which to base new suggestions for future guidance.

ELECTRO-TELEGRAPHIC. — The international organization of the telegraph is in rapid progress. The convention between Prussia and Belgium, placing telegraphs on the lines of railways through both territories in close connection with each other, were to come into operation on 1st February. A convention of same kind already exists between Austria, Prussia, Saxony, and Bavaria. The addition of Belgium to this telegraphic union completes a line of communication, under one system of management, from Vienna to the frontier of France and the shore of the British Channel at Ostend. After the 1st of next month the line will be complete from Verviers to Ostend. Hitherto all communications have stopped at Verviers—now they will only be arrested by the sea.——Messrs. Brett have submitted to the principal English railway companies a pocket communicator for use by guards and drivers in cases of accident by the way. A small roll of wire at once connects it, and hence the train in transit, with any part of the main line of telegraph, so that warning may be telegraphed to, or aid called for from, the next stations.——Herapath, in speaking of the prospects of the electric telegraph in England, says, it will be observed that a new company, the British Electric Telegraph Company, have started for the purpose of more generally extending the system, and on principles of greater economy to the public. We have often thought it strange, in this populous and commercial country, that the electric telegraph should be represented as not paying, while in the United States, where the population is not perhaps a tenth as thick, it should be a most profitable undertaking. It struck us whether it was not an outcry raised for the purpose of securing a monopoly and keeping others out of the field, just as some tradesmen are eternally crying out that business is good for nothing, that they are losing, and yet, somehow, keep on year after year their good-for-nothing business, and continue, not only to live, but to thrive into property, and even fortune, by their losses. [A recent *exposé* shows pretty clearly that this is really the fact.] Fair competition in trade does a great deal of good to the public and to the traders. It stirs up the spirits, calls forth energy, and is the very soul of enterprise and improvement. So sensible are men of business of this, that it is no uncommon thing for men actually to set up in opposition to themselves.

THE FLAXMAN REMAINS.—The authorities of University College have done all honour to the reliques of Flaxman, which have been presented to them by Miss Denman. The portion of the edifice assigned them is to be called the Flaxman Hall: it is a small polygon, rising into a dome, lighted from the top, and presenting four principal sides, as large as panels, each of which contains nine bas-reliefs. The centre of the hall is occupied by the grand life-sized group, "Michael and Satan," the only round composition in the collection. The casts—for these works are all in plaster—are of various sizes, and are let into the wall, and disposed according to their dimensions, as regularly as possible, the vacant spaces being painted in imitation of marble. The works are generally small, and among them are many monumental compositions; but in all these there is a touching story, and the sublimity of the poetic subjects is of a quality which the Greeks themselves have never excelled. University College, however, is fortunate in the possession of these works, the proper place for which should have been the National Collection. In their present site they will be comparatively unseen, save by those whose tastes may lead them to visit Gower-street for that purpose.—*Art-Journal*.

INDIAN ANTIQUITIES.—The Bombay government have engaged the services of Mr. Fallon for a twelvemonth, at 40*l.* a month, for the purpose of obtaining drawings of the Cave Temples of Western India, in compliance with the wishes of the Court of Directors. They have allowed 840*l.* for drawings of the ruined city of Beejapore, but have not as yet found an artist. A magnificent set of drawings of the Caves of Ajanta, by Captain Gill, of the Madras army, got up under the Madras government, have recently been exhibited.

GENERAL CONSOLIDATION OF PAVING BOARDS.—The mal-administration of these boards (their lavish expenditure and defective works) must, ere long, become the subject of inquiry. The annual loss to the rate-payers cannot be less than twenty or thirty per cent. As at present constituted, these boards are incompetent to deal with the matters submitted to them, and not unfrequently select an officer equally so. They are, in many cases, elected from an inferior grade of small shopkeepers, who squabble among themselves and with adjoining parishes. This and the sewers questions have a natural affinity, and should be under a "joint board:" to this should be added cleansing: thus—"sewage, paving, and cleansing." A DISTRICT SURVEYOR.

SALFORD PEEL MONUMENT.—From the agreement entered into with Mr. Noble, the artist, we learn that the statue is to be of bronze, ten feet high, on a stone pedestal, and that unless prevented by sickness or other inevitable accidents, it will be completed by February next year. As to the retention of all the models and designs in the picture gallery of the Salford Royal Library and Museum, the following resolution has been passed:—"That inasmuch as a mutual advantage was contemplated by this committee, especially with reference to the talented youth of the country, the merit of whose productions would thus be brought into notice,—the competition being equally open to this class as well as to those artists who have already obtained distinction,—it is hereby resolved that the said works of art be transferred to the Museum Committee of the Salford Town Council, upon condition that the models and designs of those artists who decline the contemplated plan be returned to them upon application, provided such application be made within one month from the date of the transfer."

DISCOVERY OF A TEMPLE AT MEMPHIS.—A correspondent of the *Athenæum* states that considerable remains of a temple at Memphis have been brought to light. He says,—The temple was discovered by a French traveller (whose name has not reached me) by excavating in that part of the great Memphite burial-ground which is near the modern village of Aboo-Seer. 'A dromos of sphynxes, thirty or forty, or even more, in number, was first discovered; and then the temple to which they formed an approach, and which was in a much injured state. In the temple twelve statues of Greek style were found, and above these an excavated chamber. From this it appears that the temple was partly built and partly excavated in the rock—like the temple of the Asaseef at Thebes, and that of Wâdee-es-Suboos in Nubia.

EXCAVATIONS ON THE CASTLE HILL AT EDINBURGH.—For some time back numerous workmen have been employed in excavating and building a spacious reservoir at the Esplanade, for the better supply of the inhabitants of Edinburgh with water; and on Saturday week, while engaged in levelling the east end of the Esplanade at the castle, the earth suddenly gave way, and presented to their view a large passage or cavern. Although several cart-loads of stone and earth had fallen in, two men managed to get access into the passage, in which were found a quantity of human bones, a coat of mail, and the drone of a bagpipe! A certificate, narrating the circumstances of the discovery, together with the relics, is to be laid before the Royal Society of Antiquaries. These relics are of peculiar interest to every old citizen of Edinburgh, inasmuch as they appear to confirm the truth of a well-known tradition (of which the writer himself remembers hearing much more than a quarter of a century since), that some hundred years ago a highland chieftain entered a subterranean passage near the castle, playing on a pair of bagpipes, and determined to test the truth of a still more ancient tradition that this passage extended down through the centre of the old city to Holyrood. The adventurous archæologist of old was never heard of more till now that these singularly illustrative relics have turned up.

CAMBRIDGE ARCHITECTURAL SOCIETY.—The third general meeting of this society for the present term was held on 6th inst., the Rev. T. S. Woollaston in the chair. The Rev. Canon Selwyn, of St. John's College, Messrs. H. R. Luard, and T. P. Wickenden, of Trinity College, and Mr. G. Searle, of Queen's College, were elected as members, and Mr. Luard's name was added to the committee. A paper followed, by Mr. O. W. Davys, B.A., of St. John's College, hon. sec., "On the Western Fronts of English Churches." Mr. Luard directed attention to the undergraduates' and bachelors' window at Ely, and stated that about 300*l.* were wanted to complete it. He called on the members to assist in forming a new committee to raise funds, and several members agreed to form a new association to carry out the original plan.

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